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U.S. DOT CROSSING INVENTORY FORM INSTRUCTIONS
(Form version dated 11/1/99)

1.1 Recording Instructions

The U.S. DOT Crossing Inventory Form is one of several methods to submit crossing inventory changes. The previous form consisted of one page with four colored sheets. The new form will consist of two pages, normally printed back-to-back on white paper. The appropriate copies should be made by using photocopy reproduction on standard white paper. The following explains the process of filling out the new U.S. DOT Crossing Inventory Form, Form FRA F 6180.71.

1.2 U.S. DOT Crossing Inventory Form Heading

A. Initiating Agency

Enter a check mark in the appropriate box (for either Railroad or State) to indicate the initiator of the update, adding a new crossing, or closing a crossing.

B. Crossing Number

Enter a valid crossing inventory number (6-digits followed by an alpha character).

C. Reason for Update

Enter a check mark in the appropriate box to indicate the reason for submittal of the form:

(1) change(s) in existing data,
(2) adding a new crossing, or
(3) crossing being closed or abandoned

D. Effective Date

Enter the date (MM/DD/YYYY) the change was completed or put into effect. Ideally, all public, private and pedestrian crossings, including grade-separated, should be updated to at least verify that the crossings still exist. A current effective date should be indicated. If it is verified that there are no changes in the data and the crossing still exists, an effective date of January 1 of the current year (e.g., 01/01/1999) should be indicated.

1.3 Part I: LOCATION AND CLASSIFICATION INFORMATION

Item 1. Railroad Operating Company

Enter the valid railroad code for the "operating" railroad company, i.e., the railroad that operates train movements over the crossing. The operating railroad will normally be the reporting railroad, but may or may not own and maintain the roadbed, tracks, and signal system controlling the crossing. If the operating railroad company is not the owner of the track, it is suggested the owner's name be entered in Item 6, *Branch or Line Name* and/or Item 11, *Crossing Owner*. Valid railroad codes can be obtained or will be assigned by FRA.

NOTE: Crossings are to be assigned to the operating railroad, that is, the identity of the railroad company that operates over the trackage where the crossing is located and not necessarily to the owner of the track or property itself, unless it is also the operating railroad. Thus, designations such as "XYZ Corporation" should be changed to the name of the railroad that is actually operating on the specific line since they are the operating railroad.

When this data is processed, a maximum of 4 characters will be allowed. If the valid Railroad or Company Code is not known, and instead the name is provided, FRA will match the name to the valid code and will enter that code. If the name cannot be matched to a code, the report cannot be processed. Either a new code will be assigned or the form will be returned to the Initiating Agency for correction.

Item 2. State

Enter the abbreviation for the name of the State where the crossing is located. If the crossing is located on a State boundary so that parts of the crossing lie in two or more States, agreement must be made between the two States as to which shall claim the crossing for inventory record purposes. When a crossing is located on a State line, it is suggested that the crossing be inventoried by and in the State that is south or east geographically.

Item 3. County

Enter the name of the county where the crossing is located. If the crossing is on a county line so that parts of the crossing lie in two or more counties, a decision must be made to place it in one county only. When a crossing is located on a county line, it is suggested that the crossing be inventoried in the county that is south or east geographically.

Item 4. Railroad Division or Region

Enter the name of the division, region, or major district, if the railroad system is divided into such groups.

Item 5. Railroad Subdivision or District

Enter the name of the sub-division or other classification, if the railroad system is divided into such groups.

Item 6. Branch or Line Name

Enter the name of the line or branch as used by the railroad to describe this segment of track. If the track is an industry lead, industry spur, yard lead, wye, etc., enter the name of the track or industry.

Item 7. Railroad Milepost

Enter the railroad milepost number in miles and hundredths of miles (53 feet is approximately 1/100 mile.) Enter the number with the decimal point (nnnn.nn).

NOTE: Because of data-retrieval anomalies, alphabetical letters in the milepost field need to be avoided.

Item 8. RR I.D. No.

Enter the railroad identification of the crossing or the track line segment number. If a crossing has an identification number other than the DOT number, such as a State agency number (e.g., a Public Utility Commission (PUC) assigned number), enter that number. However, with the expansion of the data fields, State PUC's should now consider using one of the "State Use" fields (Items 29.A.-D.; preferably Item 29.A.) for the State PUC number.

Item 9. Nearest RR Timetable Station

This is now an optional field. Enter the name of the nearest timetable station of the operating company.

Item 10. Parent RR

If applicable, enter the code for the parent railroad (that is, the railroad which is parent to the railroad entered in Part I, Item 1, *Railroad Operating Company*. This must be a valid railroad code.

Item 11. Crossing Owner (Railroad or Company name)

If applicable, enter the code for the owner of the crossing. This must be a valid railroad or company code, and if unknown, it can be obtained from FRA.

When this data is processed, a maximum of 4 characters is allowed. If the valid Railroad or Company Code is not known, and the name is instead provided. An attempt will be made to match the name to its valid code, and that code will be entered. If the name cannot be matched to a code, the report cannot be processed. Either a valid code will be assigned or the form will be returned to the Initiating Agency for correction.

Item 12. City

Enter a check mark to indicate if the crossing is located "In" or "Near" the city to be specified. If the crossing is not within the boundaries of a city, town, or village, enter a check mark in the box for "Near."

Enter the name of the city, town, or village where the crossing is located (maximum of 16 characters) which must be a valid location within the State. If "In" is checked, the entered city name must be located in the county specified in Part I, Item 3, *County*. If the crossing is on a city line so that parts of the crossing lie in two or more cities, identify only one city.

Item 13. Street or Road Name

Enter the name of the highway or street, if the highway or street has a name. If it is a private roadway and it has a name, enter the name of the road or the owner's name, otherwise just enter "private."

Item 14. Highway Type and No.

Enter the type of highway such as Interstate (I), U.S. numbered (US), State (ST), county (C), local (L), etc., and number of the highway, if it has one. Please abbreviate, as I-95, US-1, ST-234, C-2096, etc. The number of the highway should be posted on the highway or found on State or county maps. If there is more than one number, enter the most important route, or all the numbers.

Item 15. ENS Sign Installed (1-800)

If there is an Emergency Notification System (ENS) sign installed at the crossing, check the box preceding "Yes." Otherwise, check the box preceding "No."

The ENS sign may be any sign posted at the crossing that displays a phone number (e.g., a 1-800 number) that the public, motorists, State Highway, Law Enforcement, and others can call to report problems, signal malfunctions, or emergencies at a highway-rail crossing. This sign will also usually display the Crossing Number for the crossing.

Item 16. Quiet Zone

Enter a check in the appropriate box to indicate whether or not a whistle ban is in effect for the crossing. If a whistle ban is in effect, indicate if it is for 24 hours per day or only a partial day (usually 10 p.m. to 6 am). This item must be completed for public, private, and pedestrian crossings.

Note: The "Whistle Ban" NPRM (expected release is Fall 1999) will provide for a whistle (horn) ban area where a quiet zone can be established.

Item 17. Crossing Type

Enter a check in the appropriate box to indicate the type of crossing. Valid choices are (1) Public, (2) Private, or (3) Pedestrian.

Item 18. Crossing Position

Enter a check in the appropriate box for the position of the railroad relative to the crossing. Valid choices are (1) At Grade, (2) Railroad Under, or (3) Railroad Over.

Item 19. Type of Passenger Service

If there is passenger service over the crossing, enter a check in the appropriate box to indicate the type(s) of passenger trains using this crossing. Valid values are:

- **AMTRAK** only
- **AMTRAK and Other** (commuter, tourist, etc.)
- **Other**, including commuter, tourist, etc.
- **None** (no passenger service)

Item 20. Average Passenger Train Count Per Day

Enter the average number of passenger trains using this crossing, per day, on a typical operating day. The value cannot exceed the total train count in Part II, Item 1, *Typical Number of Daily Train Movements, 1.A. Total Trains*. If the passenger type in Part I, Item 19, *Type of Passenger Service* is "None," then the passenger train count should be 0.

Item 21. HSR Corridor ID (State Supplied Information)

Enter the High Speed Rail (HSR) Corridor Identifying Code from the pre-identified list of corridor codes (if in question, contact FRA) if the crossing is located on such a corridor. This field is used to identify the "Section 1010" or "Section 1103" high-speed rail corridor on which the crossing is located.

FRA will provide the HSR ID and will assign a code for each corridor. Once assigned, States can modify records to add or delete crossings (e.g., when deleting a crossing, a State can remove code if crossing is not on the corridor).

Item 22. County Map. Ref. No. (State Supplied Information)

Enter the county map identification or other reference number provided by the highway agency to specifically identify the crossing on the street and road system. If it is not available, leave this entry blank.

Item 23. Latitude (State Supplied Information)

Enter the crossing latitudinal coordinate as measured at the center of the crossing. This field, along with Longitude, is used to identify the crossing location using a standardized GPS location point. Latitude should be entered in decimal format (nn.nnnnnnn).

In order to convert latitude from degrees, minutes, seconds to decimal form:

Latitude in Decimal Format = Degrees + (Minutes divided by 60) + (Seconds divided by 3600)

Item 24. Longitude (State Supplied Information)

Enter the crossing longitudinal coordinate as measured at the center of the crossing. This field, along with Latitude, is used to identify the crossing location using a standardized GPS location point. Longitude should be entered in decimal format (nnn.nnnnnnn). It will be processed as a negative value.

In order to convert longitude from degrees, minutes, seconds to decimal form:

Longitude in Decimal Format = Degrees + (Minutes divided by 60) + (Seconds divided by 3600)

Item 25. Lat/Long Source (State Supplied Information)

Enter a check in the appropriate box to indicate the source of the Latitude and Longitude coordinates provided, "Actual" or "Estimated." Actual values are those where GPS measurements are taken at the crossing or determined by some other positive identification method. Otherwise, the values are indicated as "Estimated." Latitude and Longitude values, in general, should be measured at the center of the highway-rail crossing.

Note: In 1997, FRA hired a contractor to determine the latitude and longitude (by interpolation) of about 80% of the crossings in the Nation. In January 1999, these values were inserted into the National file and are shown as "Estimated."

Item 26. Is there an Adjacent Crossing with a Separate Number?

Enter a check in the appropriate box to indicate whether or not there is an adjacent crossing with a separate number. If there is, enter the valid crossing number (6-digits followed by an alpha character).

Item 27 PRIVATE CROSSING INFORMATION

When the type of crossing is **Private**, this item must be completed.

Item 27.A. [Private Crossing] Category

Enter a check in the box which best describes the usage of the private crossing based on the following categories:

Category Descriptions:

Farm. A farm crossing is any crossing used for the movement of farm motor vehicles, farm machinery or livestock in connection with agricultural pursuits, forestry, or other land-productive purposes.

Residential. A residential crossing is any crossing used to provide vehicular access for residence owners.

Recreational. A recreational crossing is any crossing used to provide access to recreational areas.

Industrial. An industrial crossing is any crossing used to provide access to industrial plant facilities or other industrial areas.

Commercial. A Commercial crossing is any crossing used to provide access to privately owned commercial facilities that openly invite and solicit the general public as patrons (e.g., shopping centers and stores).

Item 27.B. [Private Crossing] Public Access

Enter a check in the box to indicate "Yes" if the private crossing is open to public access or "No" if it is not, or "Unknown" if it is not known.

Examples where "Yes" is appropriate are shopping centers, certain residential areas, fairgrounds, parks, schools, libraries, hospitals, clinics, airports, bus terminals, beaches, piers, boat launching ramps, and recreational facilities.

Item 27.C. [Private Crossing] Signs/Signals

Enter a check in the appropriate box(s) for the type(s) of crossing warning device. If signs and/or signals exist, enter a brief description in the spaces provided.

Items 28.A., 28.B., 28.C., and 28.D. Railroad Use

The railroad may enter text or data of its choice in these fields. No editing will be performed on these fields.

Items 29.A., 29.B., 29.C., and 29.D. State Use

The State may enter text or data of its choice in these fields. No editing will be performed on these fields. It is suggested that a State which has a separate PUC number for a crossing may wish to use one of the Item 29, *State Use*, fields for this purpose. (For those States that have used the RR I.D. field for this in the past, FRA will move that data to Item 29 if requested.)

Item 30. Narrative

Enter any narrative comments desired in this field. No editing will be performed on this field.

Item 31. Emergency Contact (Telephone No.)

Enter the telephone number (area code and phone number) for the Emergency Notification System Contact (e.g., Law Enforcement, Railroad Emergency Contact, or State Emergency Contact) associated with the crossing. Normally, this will be the ENS telephone number posted at the crossing or along the railroad branch line. This should be a 24-hour number that can be called to speak with an Emergency Notification Center who can send emergency responder(s) to the crossing in the event of problems, signal malfunctions, or other emergencies at the crossing. (This might be performed as a mass update by contacting FRA.)

Item 32. Railroad Contact (Telephone No.)

Enter the telephone number (area code and phone number) of the railroad contact associated with the crossing. This would normally be the Railroad Inventory Contact or Public Project Coordinator. (This can be performed as a mass update by contacting FRA.)

Item 33. State Contact (Telephone No.)

Enter the telephone number (area code and phone number) of the State highway contact associated with the crossing. This may be the State Inventory Contact or the DOT Engineering Contact responsible for crossing improvement projects. (This can be performed as a mass update by contacting FRA.)

NOTE:	If the crossing is Public at-Grade, Parts II, III, and IV **must** be completed before the data can be entered into the file. For Private at-Grade crossings, complete or partial submittals are optional, but all submitted information will be entered into the file.

1.4 Part II: RAILROAD INFORMATION

Item 1. Typical Number of Daily Train Movements

Item 1.A. Total Trains
Item 1.B. Total Switching Trains
Item 1.C. Total Daylight Thru Trains (6 AM to 6 PM)

Enter the number of the train movements through the crossing and the number of switching movements at the crossing, as follows:

Total Trains are the total of the number of through trains and switching trains (per day) through the crossing during normal railroad operating periods.

Total Switching Trains are the number of switching trains through the crossing (per day) during normal railroad operating periods.

Total Daylight Thru Trains are the number of through trains through the crossing between the hours of 6 AM and 6 PM.

Typical number of daily train movements means the normal or average daily train movements. "Through Trains" are trains whose primary responsibility is to move cars over the road, and there may be a limited number of pickups and setouts along the route. Classify all others, (i.e., locals, industrial runs, switch engine) as switching movements. Include the total number of the train movements both for the reporting "operating" railroad and for any other railroad operating over the crossing.

Item 1.D. Check if Less Than One Movement Per Day

Enter a check in the box if train frequency is less than one train per day.

Item 2. Speed of Train at Crossing

Item 2.A. Maximum Timetable Speed

Enter the maximum timetable speed in miles per hour (mph). This field must not be less than the value in Item 2.B, *Typical Speed Range Over Crossing*.

Item 2.B. Typical Speed Range Over Crossing

Enter the typical minimum speed ("from") over the crossing in miles per hour (mph). This must be less than the maximum timetable speed in Item 2.A.

Enter the typical maximum speed ("to") over the crossing. This cannot be greater than the maximum timetable speed in Item 2.A. and cannot be less than the typical minimum speed range.

Item 3. Type and Number of Tracks

Enter the number of main line tracks and specify the number and type of any "Other" tracks. A track is considered main if through trains operate on the track. If "Other," specify.

Item 4. Does Another RR Operate a Separate Track at Crossing?

Enter a check mark in the appropriate box to indicate if another railroad operates a separate track at the crossing. If "Yes," enter the FRA railroad code for all railroads that operate a separate track within the warning devices at the crossing. Up to four railroad codes, in codes of up to four characters each, may be entered in this field.

Item 5. Does Another RR Operate Over Your Track at Crossing?

Enter a check mark in the appropriate box to indicate if another railroad operates over the track at the crossing. If Yes, enter the FRA railroad code for all railroads that operate trains over the track at the crossing. Up to four railroad codes, in codes of up to four characters each, may be entered in this field.

1.5 Part III: TRAFFIC CONTROL DEVICE INFORMATION

Item 1. No Signs or Signals

Enter a check to indicate if no signs or signals are present. If no signs or signals are present, there is no need to complete Items 2 or 3.

Item 2. Type of Warning Device at Crossing - Signs.

NOTE:	If more than one type of warning device is present, indicate all applicable types of warning device(s). Enter a "9" where the number is 9 or greater. Provide short descriptions of "Other" devices in the appropriate spaces.

Item 2.A. Crossbucks

Enter the number of masts with crossbucks, not a count of all crossbuck signs. Two or more crossbucks mounted on a single mast are counted as one crossbuck. Include in the count all masts with crossbucks, without making a distinction as to the reflectivity type.

Item 2.B. Highway Stop Signs (R1-1)

Enter the number of Standard Highway Stop Signs (this is the MUTCD specified Stop Sign, R1-1). A standard highway stop sign is red with white letters and has eight sides as defined in the Manual on Uniform Traffic Control Devices (MUTCD).

Any other non-standard MUTCD stop signs should be listed in the field for "Other Signs."

Item 2.C. RR Advance Warning Signs (W10-1)

Enter a check in the appropriate box to indicate the existence of advance warning signs along the highway approaches that are in compliance with the MUTCD (normally, would be on both sides).

Item 2.D. Hump Crossing Sign (W10-5)

Enter a check in the appropriate box to indicate whether or not high profile hump surface signs are present at the crossing or such are scheduled for installation in the immediate future. The standard Advance Warning Signs for High-Profile Crossings is identified in the MUTCD as W10-5. Non-standard warning signs or advisories should be listed in "Other Signs."

Item 2.E. Pavement Markings

Enter a check in the appropriate box for each type of pavement marking present that conforms to the MUTCD. If both stop lines and RR crossing symbols are present, check both boxes. If neither stop lines nor RR crossing symbols are present, check "None."

Item 2.F. Other Signs

Enter the number and specify the type of any other passive signs at crossing. Specify MUTCD Type. Non-standard stop signs should also be reported in this item.

Item 3. Type of Warning Device at Crossing - Train Activated Devices

Item 3.A. Gates

Enter the count of gates. Include in the count all gates without making a distinction as to the color or reflectivity of the gate or arms.

Item 3.B. Four-quadrant (or full barrier) Gates

Enter a check in the appropriate box to indicate whether or not four-quadrant (or full barrier) gates are present at the crossing. Full barrier gates apply in the case of 1-way streets or where the gate arms reach across the entire roadway.

Item 3.C. Cantilevered (or Bridged) Flashing Lights

Enter the number of cantilevered (or bridged) flashing lights in the appropriate block. Separate cantilevered flashers from those over traffic lanes and those not reaching the roadway (over only parking lanes, turnout lanes, or shoulders). Count individual cantilever units; do not count the flasher head pairs mounted on the units.

Item 3.D. Mast Mounted Flashing Lights

Enter the number of mast mounted flashing light units. Count all flashers on a single mast as one flasher. Do not count flasher heads or a pair of flashing lights separately.

Item 3.E. Number of Flashing Light Pairs

Enter the total number of pairs of flashing lights mounted on signal masts in Item 3.D. and on cantilever (or bridge) units in Item 3.C. and/or on other masts or poles.

Item 3.F. Other Flashing Lights

Enter the number of other flashing lights not in accordance with the MUTCD. Specify type.

Item 3.G. Highway Traffic Signals

Enter the number of highway traffic signals (red-yellow-green signals) that are train activated and which control street traffic over the crossing. Do not count highway signals controlling a nearby intersection even if they are interconnected with the crossing devices.

Item 3.H. Wigwags

Enter the number of wigwag signals.

Item 3.J. Bells

Enter the number of all bells, if present, that are either alone or in conjunction with other train activated warning devices.

Item 3.K. Other Train Activated Warning Devices

List any train activated devices not otherwise specified, such as an arrester net, dragnet or other new technology.

Item 4. Specify Special Warning Device NOT Train Activated

Enter the type of any special warning device which is not train activated. Examples of special warning devices not train activated are:

a. Manually operated signals and/or gates
b. Train crew flagging the crossing
c. Watchmen
d. Floodlights (may be train activated)

For watchmen and for manually operated gates, the number of hours daily in effect should also be indicated. For floodlighting, the number of masts with lights should be reported. Only floodlighting which is distinctive from other ordinary street lighting in intensity, light distribution, focus or color is to be reported.

Item 5. Channelization Devices With Gates

Enter a check in the appropriate box to indicate whether or not there are channelized devices (i.e., median barriers) with gates at the crossing. If channelized devices are present, indicate if they are on all approaches or just one approach.

Item 6. Train Detection

Enter a check to indicate type of train detection used at the crossing. Choices are:

- Constant Warning Time (or Predictors)
- Motion Detectors
- DC/AFO
- Other
- None

The following apply to <u>active crossings only</u>: Constant Warning Time, Motion Detectors, DC/AFO, or Other. If the crossing is not active, "None" should be checked.

NOTE: This item, *Train Detection*, replaces Part II, Item 8, *Does Crossing Signal Provide Speed Selection for Trains?* (Yes, No, N/A) that was on the previous version of the inventory form (Form FRA F 6170.71 (8-84)). Data in the system provided for *Does Crossing Signal Provide Speed Selection for Trains?* will be converted (on or before December 31, 1999) as follows:

Speed Selection (Previous Values)		**Train Detection (Converted Values)**
Yes	—>	CWT
No	—>	DC/AFO
N/A	—>	None

None of the data will be converted to Motion Detectors or Other.

Item 7. Signalling for Train Operation: Is Track Equipped with Train Signals?

Enter a check to indicate whether the track has train operation or interlocking signals to control train operations.

Item 8. Traffic Light Interconnection/Preemption

Enter a check in the appropriate box to indicate the type of crossing interconnection/ preemption.

DEFINITIONS:

The following are definitions for highway and rail signal interconnections. The definitions which are in italics are those defined by the Technical Working Group (TWG) on Rail-Highway Intersections:

1. ***Interconnection:*** *The electrical connection between the railroad active warning system and the traffic signal controller assembly for the purpose of preemption.*

   Interconnection consists of an electrically connected control circuit at a highway-rail intersection which has railroad active warning devices utilizing a supervised closed-circuit principle activated by the approach or presence of a train and which is used to preempt the normal operation of a highway traffic signal.

2. ***Preemption****: The transfer of the normal operation of traffic signals to a special control mode.*

Preemption is the activity when, as a result of a signal received from the railroad active warning device system, the normal operation of a highway traffic signal is interrupted and transferred to a specific programmed sequence.

3. ***Simultaneous Preemption****: The notification of an approaching train is forwarded to the highway traffic controller unit or assembly and the railroad active warning devices at the same time.*

   Simultaneous Preemption is the activity when the highway traffic signal controller receives notice from the interconnection control circuitry and is activated at the same time as the railroad active warning system. Usually, this will be used to prohibit highway vehicular traffic from traversing through the crossing intersection.

4. ***Advanced Preemption****: The notification of an approaching train is forwarded to the highway traffic controller unit or assembly by the railroad equipment for a period of time prior to activating the railroad active warning devices.*

   Advance Preemption is the activity when the highway traffic signal controller receives notice from the interconnection control circuit before the railroad active warning system is activated (usually 20-25 seconds before train arrival) to interrupt the signal's normal operation to begin its specific programmed sequence. Usually, this will be used to move the highway vehicular traffic through a storage area between the highway-rail intersection and the highway-highway intersection well before the railroad active warning devices start to operate to clear the crossing and eliminate the potential of vehicular entrapment on the crossing.

Items 9-12. Reserved for Future Use

These items are reserved for future use. No input required.

1.6 Part IV: PHYSICAL CHARACTERISTICS

Item 1. Type of Development

Enter a check in the appropriate box which best describes the predominant type of development in the vicinity (up to 1000 feet) of the crossing based on the following categories:

1. **Open Space**. Sparsely or undeveloped, lightly populated, or agricultural.
2. **Residential**. Built-up residential area.
3. **Commercial**. Retail stores and businesses, offices, personal services.

4. **Industrial**. Manufacturing, construction, heavy products, factories, and warehouses.
5. **Institutional**. Schools, churches, hospitals, parks, and other community facilities.

Item 2. Smallest Crossing Angle

Enter a check in the appropriate box which most closely describes the smallest angle between the highway and the track. (The angle may be estimated by eye or with a simple device, such as a protractor.)

Item 3. Number of Traffic Lanes Crossing Railroad

Enter the number of through traffic lanes crossing the track. Do not include shoulders or lanes that may be used for parking.

Item 4. Are Truck Pullout Lanes Present?

Enter a check in the appropriate box for special added lanes provided to accommodate commercial vehicles which are required to stop at the crossing.

Item 5. Is Highway Paved?

Enter a check in the "Yes" box if the highway is paved with material on which pavement markings can be effectively maintained. Enter a check in the box preceding "No" if the highway surface is gravel, dirt, or has a surface treatment on which markings cannot be maintained.

Item 6. Crossing Surface (on main line)

Enter a check in the appropriate box which most closely fits one of the following descriptions. If there are multiple tracks which have different types of surfaces, indicate the lower grade surface material on the Inventory Form.

1. **Timber.** Includes Sectional Treated Timber and Full Wood Plank:

   Sectional Treated Timber is prefabricated units approximately 8 feet in length of treated timber individually installed and removable for maintenance and replacement purposes. **Full Wood Plank** is a timber surface which covers the entire crossing area above the crossties, made of ties, boards, bridge ties, etc.

2. **Asphalt**. Asphalt surface over the entire crossing area.

3. **Asphalt and Flange.** Asphalt surface in the area between flange timber planks or other material forming flangeway openings which may include the use of rubber.

4. **Concrete.** Includes Concrete Slab and Concrete Pavement.

   Concrete Slab is precast concrete sections which are usually individually installed and removable for maintenance and replacement purposes. **Concrete Pavement** is a concrete surface which is continuous over the track area and is not removable except by destruction of the surface.

5. **Concrete and Rubber.** An installed crossing surface which consists of both concrete and rubber materials.

6. **Rubber**. Preformed rubber sections which are usually individually installed and removable for maintenance and replacement purposes.

7. **Metal.** Includes Metal Sections and Other Metal.

   Metal Sections are sections of steel or other metal which are usually individually installed and removable for maintenance and replacement purposes. **Other Metal** includes other metal materials which are usually not removable in sectional units which provide complete coverage of the crossing area within the track.

8. **Unconsolidated**. Ballast or other unconsolidated material placed over crossties, with or without planks, on one or both sides of the running rails.

9. **Other** (Specify). Surfaces other than the previously described surfaces and would include structural foam, plastic, "high-tech," etc.

Note: On or before December 31, 1999, the Crossing Surface data will be converted as follows:

New Categories	**Old Categories**
1. Timber	Sectional Treated Timber (1) and Full Wood Plank (2)
2. Asphalt	Asphalt (3)
3. Asphalt and Flange	(New)
4. Concrete	Concrete Slab (4) and Concrete Pavement (5)
5. Concrete and Rubber	(New)
6. Rubber	Rubber (6)
7. Metal	Metal Sections (7) and Other Metal (8)
8. Unconsolidated	Unconsolidated (9)
9. Other (Specify)	Other (0)

Item 7. Does Track Run Down a Street?

Enter a check in the appropriate box for whether the crossing involves a railroad track which is parallel to and within a street or highway.

Item 8. Nearby Intersecting Highway?

Enter a check in the appropriate box for whether the street or highway at this crossing is intersected by another street or highway and at what approximate distance from the crossing.

Valid values are:

Yes, within 500 feet	=	Less than 75 feet; 75 to 200 feet; 200 to 500 feet
No, or greater than 500 feet	=	N/A

Note: Conversion of data previously entered will be:

Yes –> Less than 75 feet
No –> N/A

Is it Signalized?

Enter a check mark (Yes or No) to indicate if the nearby intersecting highway contains traffic signals.

Item 9. Is Crossing Illuminated?

An Illuminated Crossing is defined as when overhead street lighting provides reasonable illumination of trains present at the crossing and is within approximately 50 feet of the crossing. If street lights are present within 50 feet of the nearest rail, the "Yes" box should be checked. Since street lamp light-intensity can vary, sufficient lighting may be present for street lights located up to 100 feet from the crossing.

Item 10. Is Commercial Power Available?

Enter a check to indicate if there is commercial electric power available within 500 feet of the crossing.

Item 11. Space Reserved for Future Use

This item is reserved for future use. No input is required.

1.7 Part V: HIGHWAY INFORMATION

Item 1. Highway System

Enter a check for the correct highway system code.

The Highway System Codes for the National Highway-Rail Crossing Inventory File were revised as a result of the 1991 Intermodal Surface Transportation Efficiency Act, (ISTEA) Section 1006. ISTEA required the redefinition of the National Highway System (NHS) which is included in the total Federal-Aid Highway (FAH). The three classifications are: (1) National Highway System, (2) Other Federal-Aid Highway, and (3) Non-Federal-Aid. The National Crossing Inventory File uses this classification, but subdivides the National Highway System into "Interstate" and "Other NHS."

The Highway System Codes are listed in the following table.

Code	Definition	Included
1	Interstate National Highway System	Interstate, rural, and urban
2	Other National Highway System	Other urban and rural principal arterial, Non Interstate
3	Other Federal-Aid Highway, Not NHS	Rural major collector and higher category, or urban collector and higher category, not part of NHS
8	Non Federal Aid	Local rural roads, rural minor collectors, and local urban city streets or any other non-Federal-Aid roadway

Table 1-1. Highway System Codes

Item 2. Is Crossing on State Highway System?

Enter a check in the appropriate box to indicate whether (or not) the crossing is on a State highway system.

If "Yes" is indicated, be sure that the *Highway Type and Number* are entered in Part I (Item 14).

Item 3. Functional Classification of Road at Crossing

Enter the appropriate code for the highway functional classification which the State has determined in accordance with the Federal-Aid Highway Program Definitions. The current functional classification codes are listed in Table 1-2.

Category	Codes	Functional Classification
Rural	01	Interstate
Rural	02	Other principal arterial
Rural	06	Minor arterial
Rural	07	Major collector
Rural	08	Minor collector
Rural	09	Local
Urban	11	Interstate
Urban	12	Other freeway and expressway
Urban	14	Other principal arterial
Urban	16	Minor arterial
Urban	17	Collector
Urban	19	Local

Table 1-2. Functional Classification Codes

NOTE: The tens digit for the Rural codes must be "0" and for Urban must be "1".

Item 4. Posted Highway Speed

Enter the posted highway speed at the crossing. The "Posted Speed" is defined as the assigned roadway speed limit. Where no speed signage exists, the State's statutory speed limit would apply.

Item 5. Annual Average Daily Traffic (AADT)

Enter the annual average daily traffic (total both directions) based on available traffic information. A reasonable estimate of the AADT is acceptable if actual traffic counts are not readily available. Enter the year which matches the AADT data supplied.

Item 6. Estimate Percent Trucks

Enter the estimated percentage of trucks in the traffic stream.

Item 7. Average Number of School Buses Over Crossing per School Day

Enter the daily average number of scheduled school buses passing over the crossing on a normal school day. Back and forth counts as 2.